

**SWANSEA PORT
HEALTH AUTHORITY**



ANNUAL REPORT

of the

DIRECTOR OF PORT HEALTH SERVICES

for the year 1976

SWANSEA PORT HEALTH AUTHORITY

with the Compliments of

The Director of Port Health Services

16 Cambrian Place,
Swansea.

Tel. Swansea 53523

SWANSEA PORT
HEALTH AUTHORITY
ANNUAL REPORT

OF THE

DIRECTOR OF PORT HEALTH SERVICES

FOR THE YEAR 1976

Port Health Offices	-	16 Cambrian Place, Swansea.
Telephone Number	-	Swansea 53523
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I

THE SWANSEA PORT HEALTH AUTHORITY

Members of the Authority

Representing Swansea City Council.

Councillor A. G. Bunn, (Vice Chairman)
Councillor G. O. Davies,
Councillor E. W. Gibbs, (Chairman)
Councillor K. W. Hawkins, J.P.
Councillor A. E. Hopkins,

Councillor W. D. John,
Councillor B. Jones,
Councillor S. Percival,
Councillor L. Pritchard,
Councillor W. W. Sivertsen,

Representing Neath Borough Council.

Councillor J. E. Emanuel,
Councillor M. Morris

Councillor Miss M. L. Lewis,

Representing Afan Borough Council.

Councillor R. J. Bowerman,

Councillor H. Davies,

Representing Ogwr Borough Council.

Councillor E. Davis

Councillor M. Fitzgibbon

Representing Vale of Glamorgan District Council.

Councillor M. L. Pound,

STAFF

Clerk to the Authority:

A. N. F. Rees, M.A. Solicitor

Treasurer to the Authority:

T. N. Barnes, I.P.F.A.

Director of Port Health Services:

J. H. Prosser, M.B.H.A.

Assistant Clerk:

Stephen Williams.

Port Medical Officer:

Dr. D. E. Donald, M.B., CH.B., D.P.H.,
M.F.C.M.

Designated Alternatives:

Dr. D. H. J. Williams, M.R.C.S., L.E.C.P.,
D.P.H., M.F.C.M.

Dr. D. Phillips-Miles, B.Sc., M.B., B.CH.,
M.F.C.H., A.M.B.I.M.

II

Jurisdiction of the Port

By an order of the Local Government Board, which came into force on the 1st day of July, 1898, permanently constituting "The Swansea Port Sanitary Authority," the limits of jurisdiction are set forth in Section II. Article 10.

SECTION II - The Jurisdiction of the said Port Sanitary Authority shall extend to all that part of the said Port of Swansea which lies on the landward side of a straight line drawn from Mumbles Point to the South-eastern extremity of the said Port at Nash Point, together with the waters of the said Port of Swansea within such limits, and all docks, basins, harbours, creeks, rivers, channels, roads, bays and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs Boarding Station or Stations for such part of the said Port, and the place or places for the time being appointed for the mooring or anchoring of ships for such part of the said port under any Regulations for the prevention of the spread of disease issued under the authority of the Statutes in that behalf, and for the purpose of any such Regulations as aforesaid shall also extend to any ship which in pursuance thereof, or of any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or which shall be on its way thither.

Contributing Authorities

The Contributing Riparian Authorities are the Boroughs of the City of Swansea, Neath, Afan, Ogwr and the Vale of Glamorgan District Council.

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To the Chairman and Members of the
Swansea Port Health Authority

I have the honour to submit my Annual Report on the work carried out by your officers during the year ended 31st December, 1976.

This is the 103rd Annual Report to be presented and although the Local Government Act 1972 repealed the Public Health Officers (Port Health Districts) Regulations, 1959, I have in accordance with your wishes prepared this Report on the same lines as in previous Annual Reports.

3,827 vessels entered the ports under the jurisdiction of the Authority during the year 1976 amounting to a net tonnage of 6,198,985. This represented a decrease of 244 in the number of arrivals but showed an increase of 730,460 in the net tonnage when compared with the figures for the previous year. Cargo handled at all the ports amounted to 12,140,409 tons, an increase of 1,620,817 tons when compared with the 1975 figures.

Trade passing through the South Wales Ports in 1976 showed a 5% improvement compared with the 1975 figures. The Swansea docks showed a decrease of 2%. Imports actually increased by 478,459 tons, but exports show a decrease of 518,035 tons.

Iron ore imports at Port Talbot increased by 1,510,409 tons and coal imports increased by 205,759 tons.

No cases of infectious diseases to which the International Health Regulations apply occurred on ships during the year, but information regarding other notifiable and infectious diseases are to be found later in this Report.

126 seamen were examined by the Static Mass Radiography Unit during the year and since the inception of the scheme the number of seamen who have been examined at this Unit is as follows:-

1954	124	1960	122	1966	46	1972	75
1955	149	1961	99	1967	47	1973	104
1956	135	1962	151	1968	53	1974	158
1957	110	1963	69	1969	46	1975	169
1958	242	1964	145	1970	67	1976	126
1959	63	1965	57	1971	72		

Also included are details of shore and ship fresh water sampling, particulars regarding the inspection of foodstuffs, its sampling, and when necessary, its condemnation when found to be unfit for human consumption.

Although a careful watch was kept on ships in the dock emitting smoke, in no case was it observed that the emission was in excess of the provisions of the Clean Air Act 1956 and the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958.

VI

I must acknowledge the assistance and co-operation I have received from your part-time officers as well as from the officers of H.M. Customs, H.M. Immigration Department the Ministry of Agriculture Fisheries & Foods, the Dock Manager and staff of the British Transport Docks Board, the South Wales Sea Fisheries Officers, the National Union of Seamen, the Doctors and Officers of the Shipping Federation, the Pilots, the local Shipping Agents, the Superintendents of the various shipping firms as well as to the Surveyors of the Marine Section of the Department of Trade and Industry, for which I am extremely grateful.

The close co-operation which has existed between Dr. Donald and your staff has continued during the year. He has always been accessible and his advice readily given for which the staff is most grateful.

Your full-time staff has continued to carry out their duties in their usual efficient manner and this has led to the smooth running of the Department.

The retirement took place in January of my predecessor Mr. T. J. Richards. His retirement was six months premature owing to ill health. The Authority was well served by Mr. Richards who set such a high standard in his work that to follow him is no easy task. Although he has been dogged by ill health for some time we all hope that his condition will improve so that he might enjoy a long and happy retirement.

Finally Mr. Chairman, I thank you and your fellow members for their interest, understanding and confidence shown throughout the year.

I am
Your obedient Servant

J. H. Prosser,
DIRECTOR OF PORT HEALTH SERVICES

Port Health Office,
16 Cambrian Place,
SWANSEA.

March, 1977

SECTION 1 - STAFF

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications
J. H. Prosser	Director of Port Health Services	1953	C.S.I.B., Cert. Meat & Foods
C. W. Owens	Deputy Director of Port Health Services	1955	C.S.I.B., Cert. Meat & Foods
H. P Edwards	Assistant Inspector	1948	C.S.I.B.
D. J. Williams	Assistant Inspector	1968	C.S.I.B., Cert Meat & Foods
W. J. Arnold	Assistant Inspector	1976	P.H.I.D.
B. H. Hughes	Rat-Searcher	1973	-
Mrs. S. I. Lancey	Clerk	1971	-
Mrs. V. Evans	Typist	1971	-

Office Address - (Port Health Offices,
 (16 Cambrian Place, Swansea.
 (Tel. No. 53523
 (Swansea 24258
 (Swansea 27994
 Home Tel. No. of Deputy Director -
 Home Tel. No. of Director -
 Telegraphic Address - "PORTELTTH", Swansea.

TABLE 1

Analysis of seamen examined by the
Static Mass Radiography Unit at Swansea during the period
1st January - 31st December, 1976

Age Groups	15 - 24	24 - 34	35 - 44	45 - 59	60 and Over	Totals
<u>Total Examined</u>						
M.N.	48	8	7	7	4	74
Others	3	17	9	23	-	52
Total	<u>51</u>	<u>25</u>	<u>16</u>	<u>30</u>	<u>4</u>	<u>126</u>
<u>Volunteers</u>						
M.N.	-	-	-	3	1	4
Others	<u>1</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>-</u>	<u>7</u>
Total	1	1	2	6	1	11
<u>General Practitioner Referrals</u>						
M.N.	1	4	3	2	3	13
Others	<u>-</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>-</u>	<u>7</u>
Total	1	5	5	6	3	20
<u>Entrants</u>						
M.N.	43	-	-	-	-	43
Others	<u>1</u>	<u>2</u>	<u>-</u>	<u>1</u>	<u>-</u>	<u>4</u>
Total	44	2	-	1	-	47
<u>Factory Groups</u>						
M.N.	4	3	2	1	-	10
Others	<u>1</u>	<u>13</u>	<u>5</u>	<u>15</u>	<u>-</u>	<u>34</u>
Total	5	16	7	16	-	44
<u>Contacts</u>						
M.N.	-	1	2	1	-	4
Others	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total	-	1	2	1	-	4

M.N. - Merchant Navy

Others - Tugboat, etc.,

"Factory Groups" - Those x-rayed in connection with their occupation

Excluding "Entrants"

TABLE 2

Analysis of abnormalities found amongst Seamen examined by the Static Mass Radiography Unit at Swansea during 1st January - 31st December, 1976

CLASS OF ABNORMALITY					
TYPE OF EXAMINEE					
	Total Examined	Total Normal	Total Abnormal	Healed Primary	Healed P.T.
Contacts	4	4	-	-	-
Volunteers	11	10	1	-	-
General Practitioner Referrals	20	18	2	-	-
Factory Groups	44	41	3	1	1
H.M.F. entrants	47	47	-	-	-
TOTALS	126	120	6	1	1

SECTION II - AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B

Ships from	Number	Tonnage	No. Inspected		Number of ships reported as having or having had during the voyage infectious disease on board
			By the Medical Officer of Health	By the Public Health Inspector	
Foreign Ports	} 3,827	6,198,985	-	1,067	7
Coastwise			-	2,006	3
TOTALS	3,827	6,198,985	-	3,073	10

Amount of shipping that entered the individual ports within the jurisdiction of the Port Health Authority together with total cargo handled

District	Number of Ships from Foreign & Coastwise	Total Net Tonnage of Ships	Total Tonnage of Cargo handled
SWANSEA	3,363	3,723,204	6,462,380
NEATH RIVER	339	109,639	264,785
NEW HARBOUR PORT TALBOT	125	2,366,142	5,413,244
TOTALS	3,827	6,198,985	12,140,409

SECTION III - CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C

Passenger Traffic	(Number of Passengers INWARDS	407
	(Number of Passengers OUTWARDS	291

These figures include passengers dealt with at the New Harbour Port Talbot as well as berths in the Neath River.

Particulars regarding the number of passengers etc. who embarked and disembarked from the B. & I Swansea/Cork ferries at the Ferryport will be found elsewhere in this Report.

NATIONALITY OF VESSELS INSPECTED

Nationality	Swansea			Neath			Port Talbot			Porthcawl		
	Steam	Motor	Total	Steam	Motor	Total	Steam	Motor	Total	Steam	Motor	Total
American	-	2	2	-	-	-	-	-	-	-	-	-
Argentinian	-	4	4	-	-	-	-	-	-	-	-	-
Austrian	-	-	-	-	1	1	-	-	-	-	-	-
Bangladesh	-	1	1	-	-	-	-	-	-	-	-	-
Belgian	-	3	3	-	1	1	-	1	1	-	-	-
Bermudan	-	-	-	-	-	-	-	-	-	-	-	-
Brazilian	-	2	2	-	-	-	-	1	1	-	-	-
British	-	184	184	-	83	83	-	20	20	-	-	-
Bulgarian	-	1	1	-	-	-	-	-	-	-	-	-
Cypriot	-	25	25	-	6	6	-	-	-	-	-	-
Danish	-	46	46	-	8	8	-	-	-	-	-	-
Dutch	-	122	122	-	50	50	-	-	-	-	-	-
Egyptian	-	2	2	-	-	-	-	-	-	-	-	-
Finnish	-	-	-	-	1	1	-	-	-	-	-	-
French	-	42	42	-	1	1	-	-	-	-	-	-
German	-	91	91	-	33	33	-	-	-	-	-	-
Greek	1	17	18	-	8	8	-	6	6	-	-	-
Indian	-	11	11	-	-	-	-	-	-	-	-	-
Iranian	-	2	2	-	-	-	-	-	-	-	-	-
Irish	-	257	257	-	14	14	-	-	-	-	-	-
Israeli	-	7	7	-	-	-	-	-	-	-	-	-
Japanese	-	-	-	-	-	-	-	2	2	-	-	-
Kenyan	-	2	2	-	-	-	-	-	-	-	-	-
Liberian	-	17	17	-	-	-	-	30	30	-	-	-
Monacan	-	2	2	-	-	-	-	-	-	-	-	-
Moroccan	-	8	8	-	-	-	-	-	-	-	-	-
Norwegian	-	101	101	-	13	13	-	15	15	-	-	-
Pakistani	-	7	7	-	-	-	-	-	-	-	-	-
Panamanian	-	21	21	-	19	19	-	-	-	-	-	-
Polish	-	17	17	-	-	-	-	-	-	-	-	-
Russian	-	15	15	-	-	-	-	-	-	-	-	-
Sri-Lankan	-	1	1	-	-	-	-	-	-	-	-	-
Singapore	-	15	15	-	-	-	-	-	-	-	-	-
Spanish	-	37	37	-	4	4	-	-	-	-	-	-
Swedish	-	4	4	-	-	-	-	-	-	-	-	-
Swiss	-	1	1	-	-	-	-	-	-	-	-	-
Syrian	-	-	-	-	1	1	-	-	-	-	-	-
Uruguayan	-	1	1	-	-	-	-	-	-	-	-	-
Yugo-Slavian	-	24	24	-	-	-	-	-	-	-	-	-

CARGO TRAFFIC - PRINCIPAL IMPORTS AND EXPORTSSWANSEAPrincipal Imports

Fruit and Vegetables, Dairy Produce etc., Timber, Non-ferrous ores, Fertilisers, etc., Coal and Coke, Petroleum, Iron and Steel (including Tinplate,) Metal Manufactures, Chemicals and Fertilisers etc.

TOTAL INWARDS CARGO:-

1,673,878 Tons.

Principal Exports

Cereals and other Foodstuffs etc., Coal & Coke, Petroleum etc., Chemicals and Fertilisers, Iron and Steel (including Tinplate), Metal Manufactures, Machinery, Vehicles etc., Scrap, Building Materials etc.

TOTAL OUTWARD CARGO:-

4,416,839 Tons.

TRAFFIC OTHER THAN CARGO:-

371,663 Tons.

TOTAL TRAFFIC:-

6,462,380 Tons.

NEW HARBOUR, PORT TALBOTPrincipal Imports

Iron ore, Coal and Coke

TOTAL INWARDS CARGO:-

5,371,945 Tons.

Principal Exports

NIL

TRAFFIC OTHER THAN CARGO:-

41,299 Tons.

TOTAL TRAFFIC:-

5,413,244 Tons.

NEATH RIVER BERTHSPrincipal Imports

Sand, Petrochemicals, Coal, Furnace Materials.

TOTAL INWARDS CARGO:-

82,396 Tons.

Principal Exports

Coal, Scrap, Steel, Petrochemicals, Road Materials.

TOTAL OUTWARDS CARGO:-

182,389 Tons.

TOTAL TRAFFIC:-

264,785 Tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE

Shipping using the ports under your jurisdiction either discharge or load cargoes from and to practically all the principal ports of countries throughout the world.

SECTION IV - INLAND BARGE TRAFFIC

Numbers and tonnage using the district and places served by the traffic.

There is no inland barge traffic at any of the ports under the jurisdiction of the Authority.

SECTION V - WATER SUPPLY

(1) Source of Supply for (a) the District and (b) Shipping

The water supply for the District as well as for shipping using the various docks is now supplied by the Glamorgan Water Division of the Welsh National Water Development Authority.

(2) Reports of Tests for Contamination for

(a) the district

A total of 53 samples of drinking water were taken during the year from varying points throughout all the docks in your area and these were submitted for bacteriological examination to the Director of the Public Health Laboratory Service, Swansea.

In the event of a sample being reported as unsatisfactory, a copy of the Bacteriologist's report is sent to the Divisional Manager of the Glamorgan Water Division and, if within his area, to the Docks Manager of the British Transport Docks Board. In all cases the Chief Environmental Health Officer of the Local Authority concerned is also notified.

The following table gives details of these samples:-

<u>District</u>	<u>No. of Samples taken</u>	<u>No. Satisfactory</u>	<u>No. Unsatisfactory</u>
Swansea	12	12	-
Neath River Berths	30	30	-
New Harbour Port Talbot	11	11	-
TOTAL	53	53	-

SHORE SAMPLES

As can be seen from the table on the previous page all 53 samples submitted to the Bacteriologist during the year were reported by him to be satisfactory.

(B) Shipping

During the year 132 samples of drinking water were taken from 132 ships and submitted to the Public Health Laboratory for bacteriological examination.

Whenever an unsatisfactory report is received a copy of it is sent to the Owners or Agents with the advice that the water tank concerned should be properly treated by chlorination, emptied and then refilled with wholesome water and that until this operation can be performed the water therein should be boiled before consumption.

In the case of British ships, a copy of the report is also sent to the local Inspector of Ships' Provisions of the Department of Trade and Industry whenever an unsatisfactory sample is reported.

Details regarding the samples taken from the ships are as follows:-

Distribution aboard ships	No. of ships involved	No. of samples taken	No. Satisfactory	No. Unsatisfactory	Total
Alleyways	132	6	6	-	6
Cabins		13	10	3	13
Drinking fountains		13	13	-	13
Galleys		76	61	15	76
Messrooms		6	6	-	6
Pantries		14	10	4	14
Washrooms		4	3	1	4
TOTALS	132	132	109	23	132
<u>Storage aboard Ships</u>					
Direct from Fresh Water Tank	-	-	-	-	-

REASONS FOR BEING UNSATISFACTORY

<u>District</u>	<u>High Plate Count</u>	<u>High No. of Coliform Bacilli</u>	<u>Presence of Esch. Coli (Type I)</u>	<u>Total</u>
Swansea	2	7	6	15
Neath River Berths	-	4	4	8
New Harbour Port Talbot	-	-	-	-
TOTALS	2	11	10	23

Nationality of Ships from which Drinking Water samples were taken,
the Districts, and the Bacteriological Results
Year 1976

Nationality	Total Number of Samples Taken	Swansea		Neath River Berths		Port Talbot Harbour		Total	
		Satis- factory	Unsatis- factory	Satis- factory	Unsatis- factory	Satis- factory	Unsatis- factory	Satis- factory	Unsatis- factory
Austrian	1	-	-	1	-	-	-	1	-
British	55	35	8	6	2	4	-	45	10
Cypriot	3	1	-	2	-	-	-	3	-
Danish	4	4	-	-	-	-	-	4	-
Dutch	15	5	3	5	2	-	-	10	5
Egyptian	1	1	-	-	-	-	-	1	-
French	1	1	-	-	-	-	-	1	-
German	5	3	-	1	1	1	-	4	1
Greek	6	2	1	1	1	1	-	4	2
Indian	1	1	-	-	-	-	-	1	-
Irish	8	4	2	2	-	-	-	6	2
Israeli	1	1	-	-	-	-	-	1	-
Japanese	1	-	-	-	-	1	-	1	-
Liberian	8	1	-	-	-	7	-	8	-
Norwegian	9	7	-	-	-	2	-	9	-
Pakistani	1	1	-	-	-	-	-	1	-
Panamanian	4	1	1	1	1	-	-	2	2
Polish	4	1	-	-	-	-	-	1	-
Spanish	4	4	-	-	-	-	-	4	-
Syrian	1	-	-	-	1	-	-	-	1
U.S.S.R.	1	1	-	-	-	-	-	1	-
Yugo-Slav	1	1	-	-	-	-	-	1	-
TOTAL	132	75	15	19	8	15	-	109	23

SURVEY OF SHIPS' DRINKING WATER FOR 1974 - 1976

Nationality	No. of ships sampled	Bacteriological Findings					
		Unsatisfactory				Satisfactory	
		No. with high Bacterial count	%	No. with Faecal Pollution	%	No.	%
American	2	-	-	-	-	2	100.0
Argentine	1	-	-	-	-	1	100.0
Austrian	3	-	-	-	-	3	100.0
British	173	36	20.1	14	7.8	123	72.1
Canadian	1	-	-	-	-	1	100.0
Cypriot	11	4	36.4	-	-	7	63.6
Danish	24	10	41.7	2	8.3	12	50.0
Dutch	46	11	23.97	4	8.68	31	67.35
Egyptian	1	-	-	-	-	1	100.0
Finnish	1	-	-	-	-	1	100.0
French	8	1	12.5	-	-	7	87.5
German	28	5	18.0	2	7.0	21	75.0
Greek	8	2	25.0	1	12.5	5	62.5
Indian	5	-	-	-	-	5	100.0
Irish	22	4	17.8	1	4.6	17	77.6
Israeli	2	1	50.0	-	-	1	50.0
Italian	1	-	-	-	-	1	100.0
Japanese	2	-	-	-	-	2	100.0
Liberian	25	-	-	-	-	25	100.0
Monaco	1	-	-	-	-	1	100.0
Norwegian	28	-	-	-	-	28	100.0
Pakistani	2	1	50.0	-	-	1	50.0
Panama	10	2	20.0	2	20.0	6	60.0
Polish	2	-	-	-	-	2	100.0
Singapore	3	-	-	1	33.3	3	66.6
Spanish	9	1	11.2	-	-	8	88.8
Swedish	2	-	-	-	-	2	100.0
Syrian	1	-	-	1	100.0	-	-
Uruguay	1	-	-	-	-	1	100.0
U.S.S.R.	1	-	-	-	-	1	100.0
Yugo-Slavia	6	1	17.0	-	-	5	83.0
TOTAL	430	79	6.5	28	18.35	323	75.15

3. Precautions taken against contamination of hydrants and hosepipes

Hydrants are of the recessed type and are covered when not in use. The hose-pipes and fittings are conveyed to the hydrants usually by means of electrically propelled trucks. These trucks are kept locked up when not in use and are therefore protected from the weather and contamination.

The stand and hosepipes used for the delivering of water to the ships are thoroughly flushed by a continuous flow before being connected to the ships tank.

4. Number and sanitary condition of water boats, and powers of control by the Authority

No water boats are used in any ports under the jurisdiction of the Authority. In an emergency, some of the local tugs are able to convey fresh water to ships delayed out in the bay and their tanks are sampled from time to time.

SECTION VI - Public Health (Ships) Regulations, 1970-74

1. LIST OF INFECTED AREAS (Regulation 6)

Arrangements for the preparation and amendment to the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons

This list is compiled from the confidential Weekly Epidemiological Record of quarantinable diseases received from the World Health Organisation, Geneva. Each new weekly record received is subject to close scrutiny and freshly infected or suspected ports or areas are noted and any amendments made. The list so prepared states the name of the continent, followed by the name of the country and place as well as the nature of the infection.

Lists of the Infected areas are posted to the following persons:-

H.M. Customs Officers, Swansea and Port Talbot

Pilotage Authority, Swansea, Neath River and Port Talbot.

Dock Master, Swansea and Port Talbot.

2. RADIO MESSAGES

(a) Arrangements for transmission of free pratique by radio (Regulation 13)

There are no such arrangements.

(b) Arrangements for receiveing messages by radio from ships and for acting thereon, (Regulation 14 (1) and (2))

Arrangements have been made for the reception (and decoding if necessary) of wireless messages sent direct to the Port Health Office, and the telegraphic address "Portelth" Swansea has been registered by the Post Office. After office hours, arrangements have been made with the G.P.O. for such messages to be received at the private residences of the Director of Port Health Services or his Deputy.

Wireless messages are also received through Agents approved by the Port Health Authority and they are:-

Messrs. Burgess & Co., Queens Buildings, Cambrian Place, Swansea.

Messrs Bethell, Gwyn & Co., Exchange Buildings, Adelaide Street, Swansea.

Messrs. T. H. Couch Ltd., 6 & 6a, Wind Street, Swansea.

Messrs. Ambrose, Davies & Matthews Ltd., Caer Street, Swansea.

Messrs. Wm. Cory & Sons Ltd., Powell Duffryn House, Swansea.

3. NOTIFICATIONS OTHERWISE THAN BY RADIO (Regulation 14 (1) (b))

Arrangements for receiving notifications otherwise than by radio and for acting thereon.

If a ship is not equipped with radio, the Master is able to communicate visibly with Mumbles Coastguard Station, by means of flag or Morse Lamp signals.

Such communications are transmitted by telephone to the Central Office of the Authority. The Pilot cutter through its radio-telephone is also able to pass on information from ship to the Dockmaster's Office, and thence by telephone to the Port Health Office.

Officers of Waterguard of H.M. Customs and Excise also notify any case of sickness occurring on board a vessel arriving in Port.

After Office hours, the Port Medical Officer of Health, his Deputy, the Director of Port Health Services and his Deputy can be contacted by telephone at their homes.

4. MOORING STATIONS (Regulations 22 - 30)

Situation of stations and any standing directions issued under these Regulations

Swansea.

(a) Inner Mooring Stations

1. The ship's ordinary place of mooring, loading or discharging.
2. For Oil tankers - the lay-by dolphins in Queen's Dock.
3. For Dry Cargo vessels - Inner Mooring Buoys in King's Dock as and when directed by the Port Medical Officer.

(b) Outer Mooring Stations

1. The jetty at entrance to King's Dock Lock.

Port Talbot and the New Harbour

(a) Inner Mooring Stations

The harbour, or the ship's ordinary place of mooring, discharge or loading or the nearest available buoy.

Neath River

(a) Inner Mooring Stations

The River Neath from its mouth to Neath, or the ships ordinary place of mooring, discharge or the nearest available buoy.

In the past the Mumbles Anchorage has been designated as an additional mooring station outside the docks, but experience has shown that the majority of ships waiting to berth, lie outside the limits of the Port Health Authority's jurisdiction, depending on the draft of the vessel and the state of the tide. In stormy weather, however, the vessel would possibly have to weigh anchor and put to sea.

Thus the Mumbles Anchorage should not be regarded as an additional mooring station.

5. ARRANGEMENTS FOR:-

- (a) Hospital Accommodation for infectious diseases (other than Smallpox. See Section VII)

Cases of infectious diseases other than smallpox are admitted to the following hospitals:-

Swansea

Singleton Hospital,
Swansea.

Port Talbot & The Neath River

Neath General Hospital,
Neath.

- (b) Surveillance and follow up of contacts.

Contacts who remain on board ship are kept under daily observation by a member of the Port Health Authority's staff, while suspicious cases are sent to Hospital for observation.

Regarding contacts who are allowed to leave a ship, their names and addresses are obtained, the the Medical Officer of Health of the district to which they are proceeding is informed by letter, giving the necessary information. Further, such contacts are given printed pre-paid postcards (P.S.3) informing them of their legal obligations to report should they go to any address other than that given on disembarkation.

- (c) Cleansing and disinfection of ships, persons, clothing and other articles.

Whenever a cabin, berth or forecastle of a ship requires cleansing a notice is served on the Master and the work is then carried out by members of the crew or by persons employed by the shipping company, to the satisfaction of the Port Health Inspector.

In cases of infectious disease, after the removal of the patient, disinfection of the quarters is carried out by fumigation with formalin, followed by thorough washing and scrubbing down with hot water and soap, and finally by complete ventilation. Bedding and clothing, depending on circumstances, would be dealt with by formalin fumigation on board, steam disinfection ashore, or may have to be destroyed by burning.

Normally disinfestation of Seamen and their clothing would be carried out on board ship.

SECTION VII - Smallpox

1. Name of Isolation Hospital to which smallpox cases are sent from the district

These would be admitted to St. Mary's Hospital, Penarth.

2. Arrangements for transport of such cases to that hospital by ambulance giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The transport of smallpox patients from ships in the docks under the jurisdiction of the Authority is undertaken by the specially trained ambulance crew from the Hawthorn Ambulance Centre near Treforest.

The crew is vaccinated yearly and in the event of an outbreak all would be re-vaccinated immediately.

Names of smallpox consultants available.

Dr. E. Waddington, "Pembroke House" St. Winifred's Hospital, Cardiff
Tel. No. 0222 23534/5 or 0222 755944 Ext. 3181

Home address - "Madingley" 12 Tygwyn Road, Penylan, Cardiff.
Tel. No. 0222 35123

Dr. M. S. N. Pathy, St. Davids Hospital, Cardiff.
Tel. No. 0222 20441

Home address - "Mathern Lodge" Cefn Coed Crescent, Cyncoed, Cardiff.
Tel. No. 0222 755476

Facilities for laboratory diagnosis of smallpox

Specimens for laboratory diagnosis of smallpox would be sent to the following:-

Dr. A. D. Evans,
University of Wales,
Heath Park,
Cardiff. CF4 4XY

Tel. No. 0222 755944 ext. 2093

after 6.00 p.m. week days and 1.00 p.m. Saturday (all day Sunday)

Tel. No. 0222 842069

SECTION VIII - Venereal Disease.

Information as to the location, days and hours of available facilities for the diagnosis and treatment of venereal disease among merchant seamen under international arrangements, including in-patient treatment and the steps taken to make these facilities known to seamen.

There are 2 clinics available for the diagnosis and treatment of venereal disease, one at Mount Pleasant Hospital, Swansea and the other at Port Talbot.

The times of these clinics are as follows:-

MOUNT PLEASANT HOSPITAL, SWANSEA - Tel. No. 55882 - Ext. 14

The Medical Officer attends at the following times:-

Monday	- 9.00 a.m. - 12.00 noon	Males
Tuesday	- 2.00 p.m. - 4.00 p.m.	
Wednesday	- 3.30 p.m. - 6.45 p.m.	
Fridays	- 9.30 a.m. - 11.00 a.m.	
Tuesday	- 9.00 a.m. - 12.00 noon	Females
Thursday	- 3.00 p.m. - 5.00 p.m.	

PORT TALBOT CLINIC, "Hutchinson House" Oakwood Lane, Port Talbot
(opposite General Station, Port Talbot Tel. No. Port Talbot 2900)

The Medical Officer attends at the following times:-

Monday	- 5.00 p.m. - 7.00 p.m.	Males
Thursday	- 10.00 a.m. - 12.30 p.m.	
Monday	- 2.00 p.m. - 4.00 p.m.	Females
Wednesday	- 10.00 a.m. - 12.30 p.m.	

Treatment only on these days at hours stated.

In-patient treatment is available at Mount Pleasant Hospital, Swansea and at Roqueswen Hospital, Port Talbot.

Enquiries are always made on board ships as to the existence of Venereal Disease amongst members of the crew. Leaflets for information on the dangers of venereal disease and on facilities for treatment are issued by the Port Health Inspectors, also printed cards in English and French with a sketch plan, giving the times of clinics, are issued to all seamen who require treatment.

Number of Seamen cases admitted for treatment
at the Venereal Disease Clinics

	<u>SWANSEA CLINIC</u>				<u>PORT TALBOT CLINIC</u>		
	1974	1975	1976		1974	1975	1976
Syphilis	4	1A1	-	Syphilis	1	-	-
Soft Chancre	-	-	-	Soft Chancre	-	-	-
Gonorrhoea	20	9	8	Gonorrhoea	1	3	4
Others	71	40	60	Others	15	26	14
	<u>95</u>	<u>50</u>	<u>68</u>		<u>17</u>	<u>29</u>	<u>18</u>

SECTION IX - CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	No. of cases during the year		No. of Ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Influenza	-	2	2
	Scabies	-	1	1
	V.D.	-	6	4
Cases which have occurred on ships from Foreign Ports but have been disposed of before arrival	-	-	-	-
Cases landed from other ships	Influenza	-	1	1
	Scabies	-	1	1
	V.D.	-	1	1

SMALLPOX SURVEILLANCE

Checks are made of the smallpox vaccination certificates of the crews etc., of ships which are known to have called at ports in infected areas and whenever these certificates are found to have expired, arrangements are made with the local agents for the persons to be re-vaccinated.

Occasionally information is received from Airports, usually London, of coloured crews arriving by Air for the purpose of joining ships in the Port. They had left Smallpox endemic areas and had joined their ship well within the incubation period. In such cases the crew members are kept under surveillance while in port and should the ship leave still within the incubation period, the Port Health Authority of the next port of call is informed.

SECTION X - Observations on the occurrence of malaria in ships

No cases of Malaria were reported during the year.

RETURN OF CASES OF SICKNESS, INJURY, ETC., FOUND ON VESSELS ENTERING THE PORT OR OCCURRING DURING STAY IN PORT

Abscess	1	Finger Injury	1
Asphyxiation	1	Foot Injury	1
Asthma	1	Headaches	2
Back Pains	1	Head Injury	2
Body Rash	1	Haemorrhaging	2
Boils	1	Heart Condition	1
Bronchitis	1	Hip Injury	1
Burns	1	Hydrocele	2
Chest Pains	2	Influenza	3
Colds	4	Leg Pains & Injury	5
Colic	1	Muscular strain	1
Cyst	1	Pulmonary Emboli	1
Diarrhoea	1	Respiratory Infection	1
Duodenal Ulcer	1	Scabies	2
Ear Complaint	4	Skin Infection	3
Eczema	1	Slipped Disc	1
Eye Complaint	4	Stomach Disorders	12
Facial Injury	1	Throat Infection	2
Fibrositis	2	Venereal Disease	8
Total		81	

DEATH DUE TO ASPHYXIATION

The British m.v. "KING GEORGE" arrived in Swansea Bay during the evening of 3rd March, 1976. A fire had occurred on board on the 2nd March whilst the vessel was off the Cornish coast. As a result of the fire one member of the crew was found dead in his cabin. The cause of death, confirmed by the Federation Doctor who, together with Police Officers, boarded the vessel in Swansea Bay, was Asphyxiation. The body was landed at Port Talbot on the 4th March and taken to the mortuary for a post mortem.

POLIOMYELITIS CONTACT

The Port Medical Officer was informed on the afternoon of the 22nd June, 1976 by a Medical Practitioner in the Borough of Avon that a crew member of the m.v. "BRITISH HAZEL", recently back from leave, was the brother of one of the main contact of a case of Poliomyelitis reported in the Bristol Area.

The m.v. "BRITISH HAZEL" had sailed from Swansea for Antwerp a few hours earlier so this Office contacted B.P. Tanker Personnel Services who arranged for the contact to be vaccinated on arrival in Antwerp.

SCABIES

The British m.v. "NICHOLAS M " arrived in Swansea on 5th August, 1976, from Galway. One member of the crew had been examined by a Doctor at Whitegate and was found to have Scabies. This seaman was paid off in Swansea and returned to his home. His cabin and effects were fumigated by your Inspectors before the vessel sailed.

PUBLIC HEALTH (Infectious Diseases) (Amendment) REGULATIONS 1976

Under the provision of the above Regulations the following diseases have been added to the list of notifiable diseases:-

Rabies,
Lassa Fever,
Viral Haemorrhagic Fever & Marburg Disease.

RABIES

Although the Swansea Port Health Authority is not the Authority responsible for the enforcement of the various Orders relating to Rabies, your Officers are maintaining careful vigilance and have reported certain incidents contravening the Regulations, to the West Glamorgan County Council, which is the Authority responsible.

SECTION XI - Measures taken against ships infected with
or suspected for plague

No plague infected or suspected ships arrived.

SECTION XII - Measures against rodents in ships from foreign ports

1. Procedure for inspection of ships for rats

The Ratsearcher, working under the direction of an Inspector, searches as a routine, ships from foreign ports as soon as possible after arrival, for any evidence of rat infestation. Enquiries are always made as to mortality amongst the rats on board and particular attention during the search is paid to any excreta, runs, smears, etc., as well as to any harbourage present. It is as a result of such an inspection whether any rat repressive measures are deemed necessary.

The same procedure is adopted prior to the issue of a Deratting or Deratting Exemption Certificate, which foreign-going ships must possess in accordance with Article 54 of the International Health Regulations as well as for Rodent Certificates issued under the Prevention of Damage by Pests (Application to shipping) Orders 1951 and 1956.

The Ratsearcher inspected 938 ships during the year and discovered evidence of rats on nine ships and evidence of mice on one ship.

The Yugo-Slavian m.v. "IZ" was examined by your Ratsearcher who found evidence of a heavy infestation of rats in the Provision Store-room and Crews Accommodation, traps were set and later the vessel was fumigated Using Methyl Bromide Gas. In all 16 rats were recovered.

The British m.v. "BENWYVIS" showed some evidence of infestation and as a result of trapping and laying poison baits two rats were caught.

The British m.v. "CLAN GRAHAM" revealed evidence of rats and mice in the holds. Poison baits were put down and seven mice were killed. Six other vessels were treated by trapping and baiting but no rats were recovered

2. Arrangements for the bacteriological or pathological examination of Rodents,
with special reference to rodent plague, including the number of Rodents
sent for examination during the year.

In compliance with the Welsh Office Circular No. 66/76, the practice of sending rats to the Public Health Laboratory for examination to exclude Plague infection has ceased.

In view of the risk, albeit remote, that a rat imported accidentally on a ship may be carrying the Lassa Fever virus, all rodents caught routinely or found dead following de-ratting are incinerated without undue delay and without attempting more than simple visual identification.

3. Arrangements in the district for deratting ships, the methods used, and if done by a commercial contractor, the name of the contractor.

- | | |
|-------------------------------|-------------------------|
| 1. Routine trapping | 2. Poison Baits |
| 3. Sulphur Dioxide gas | 4. Hydrogen Cyanide gas |
| 5. Sodium Fluoracetate (1080) | 6. Methyl Bromide |

Trapping and poison baits can be undertaken by the Authority's Ratsearcher, but whenever other methods of destruction are necessary, the Master is advised through his Agents to engage the services of a commercial contractor to carry out the work. An Inspector is always present to supervise fumigation.

Name of Contractors

Rentokil Laboratories Ltd., Cardiff

Contra Pest Services Ltd.,

4. Progress in the rat-proofing of ships

Inspections of modern ships during the year have revealed that Ship Owners and Shipbuilders continue to pay careful attention to the rat-proofing of their ships during construction, the result being most satisfactory.

In the older type of ship, whenever harbourage is discovered that can be eliminated your Inspectors gladly advise on the most suitable method of correcting same.

TABLE E

Rodents destroyed during the year in ships from Foreign Ports

Category	Number
Black Rats	18 + 7 mice
Brown Rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with Plague	Nil

The Prevention of Damage by Pests Act, 1949

The Prevention of Damage by Pests (Application to Shipping)

Orders 1951 and 1956

No rodent control certificates were issued under these Orders, the ships preferring to pay the additional cost in order to obtain a Deratting Exemption Certificate.

TABLE F

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports

No. of Deratting Certificate issued					Number of Exemption Certificates issued	Total Certificates issued
After fumigation with		After Trapping	After Poisoning	Total		
H.C.N.	Other fumigant (State method) Methyl Bromide					
1	2	3	4	5	6	7
-	1	-	-	-	68	69

Number of Deratting and Deratting Exemption Certificates issued from individual ports under the jurisdiction of the Authority

Gross Tonnage	Swansea	Neath	Port Talbot	Total
Ships below 1,001 gross tonnage	21	3	1	25
" from 1001 to 3000 gross Tons	17	-	-	17
" " 3001 to 10000 " "	6	-	-	6
" " 10001 to 20000 " "	12	-	-	12
" " 20001 to 50000 " "	-	-	6	6
" over 50,000 gross tons.	-	-	3	3
TOTAL	56	3	10	69

SECTION XIII - INSPECTION OF SHIPS FOR NUISANCES

Whenever nuisances or defects are found on ships and they are likely to be remedied in port, verbal notice is given. If there appears to be no likelihood of co-operation, an Informal Notice is served on the Master and/or Owners and if thought necessary the assistance of the Marine Surveyor of the Department of Trade and Industry is sought. If the Notice is not complied with or only partly complied with in this Port and the ship is proceeding coastwise, then a follow up notice is sent to the next Port Health Authority.

Generally, ships from which drinking water samples are taken, have sailed before the result from the Bacteriologist is available. In such cases, should the result be unsatisfactory, a notice is immediately sent to the Owners via the local agents, advising them to instruct the Master to have all drinking water remaining on board boiled before consumption and to make arrangements as speedily as possible to have the fresh water tanks chlorinated and satisfactorily cleansed.

TABLE G
INSPECTIONS AND NOTICES

Nature and number of Inspections	Notices served		Result of serving Notices
	Statutory Notices	Other Notices	
Swansea 2,756	-	42	19 of these Notices were fully complied with and 2 partly before the ships had sailed. In addition, of the 23 notices served re. dirty fresh water tanks, it is known that 9 ships carried out the necessary chlorination.
Neath River 243	-	7	
New Harbour 74	-	3	
Port Talbot	-	-	
Porthcawl -	-	-	
TOTALS 3,073	-	52	

The number of re-visits made by the Inspectors in connection with the above was 27.

LIST OF NUISANCES AND DEFECTS DEALT WITH

Nature of Nuisance or Defect	Swansea	Neath River Berths	New Harbour Port Talbot	Porthcawl	Total
<u>Alleyways</u>					
Dirty Conditions	2	-	-	-	2
<u>Cabins</u>					
Dirty Conditions	2	1	-	-	3
Mattresses Worn & Torn	1	-	-	-	1
Verminous	1	-	-	-	1
<u>Fresh Water Tanks</u>					
Dirty	15	8	-	-	23
<u>Galley</u>					
Defective Deck Tiles	2	-	-	-	2
Defective Stove	1	-	-	-	1
Dirty Conditions	9	-	-	-	9
Insufficient receptacles for refuse	1	-	-	-	1
Blocked Scupper	-	-	1	-	-
Verminous	-	-	1	-	1
<u>Mess Rooms</u>					
Dirty Conditions	1	3	-	-	4
Verminous	1	-	1	-	2
<u>Pantry</u>					
Dirty Conditions	2	-	-	-	2
Verminous	3	-	-	-	3
<u>Provision Storeroom</u>					
Dirty Condition	1	1	-	-	2
<u>Refrigeration Chamber</u>					
Defective Machinery	2	-	-	-	2
<u>Washroom</u>					
Defective Sink	1	-	-	-	1
Defective Taps	1	-	-	-	1
<u>W.C's</u>					
Defective Pan	1	2	-	-	3
Dirty Conditions	1	1	-	-	2
TOTAL	48	16	3	-	67

Classification of Defects in Vessels

	Swansea	Neath River	New Harbour Port Talbot	Porthcawl	Total
(A) Original Construction	-	-	-	-	-
(B) Wear and Tear	11	2	-	-	13
(C) Dirt and Vermin	45	9	-	-	54
(D) Alterations	-	-	-	-	-
TOTAL	56	11	-	-	67

Thirty Three of these defects and nuisances were remedied before the ships had sailed and of the 23 dirty fresh water tanks it is known that 9 ships carried out the chlorination of their fresh water tanks.

Notices Served To Remedy Nuisances etc.

	Statutory	Written	Oral	Total
Swansea	-	22	20	42
Neath River	-	1	6	7
New Harbour, Port Talbot	-	-	3	3
Porthcawl	-	-	-	-
TOTAL	-	23	29	52

Nineteen of the notices were fully complied with and two partly. It is known that nine ships out of the twenty three notices served regarding their dirty fresh water, carried out the necessary chlorination.

SECTION XIV - Public Health (Shell-fish) Regulations, 1934 and 1948

Information respecting any shell-fish beds or layings within the jurisdiction of the Authority stating whether they are, in the opinion of the Medical Officer of Health, liable to pollution. A report of any action taken, which should state whether any prohibited area has been prescribed, should be included.

No Oyster landings were made within the area of the Authority during the year and no application for licences to dredge for oysters were made to the South Wales Fisheries Committee.

Cockles are obtainable in Swansea Bay, but the beds are not worked as an industry. There is no shell-fish cleansing plant in the area.

No action was taken or required and no prohibited area has been prescribed.

SECTION XV - THE IMMIGRATION ACT 1971. Medical Inspection of Aliens and Commonwealth Immigrants.

1. List of Medical Inspectors holding Certificates of Appointment

Dr. D. E. Donald,
Dr. D. H. J. Williams,
Dr. D. Phillips-Miles.

2. List of Other Staff Engaged in this Work.

No other staff are regularly engaged in this work though arrangements exist for a member of the nursing staff of the West Glamorgan Health Authority to assist whenever it is necessary for a female to be examined.

3. Organisation of Work.

Aliens and Commonwealth Immigrants are medically examined at the request of the Immigration Officer.

4. (a) Nature and amount of aliens and Commonwealth Immigrants Traffic

Details for the year 1976 are as follows:-

1. ALIENS

1. No. of arriving ships carrying aliens	82*
2. Total number of arriving aliens (excluding crews)	270*
3. Total number of aliens medically examined	Nil
4. Reports and Certificates for aliens medically examined	Nil

Commonwealth Immigrants

1. Total number of arriving Commonwealth Citizens subject to control under the Act (excluding crews)	53*
2. Total number of Commonwealth Citizens medically examined	Nil
3. Reports and certificates for Commonwealth Citizens medically examined	Nil
4. Number landed conditionally.	53

* These numbers include those arriving at the Berths on the Neath River as well as the New Harbour Port Talbot.

5. Accommodation for Medical Inspection and Examination

Usually adequate facilities are available on board ships for such examinations. In the event of such facilities not being available, the Medical Inspection and examinations could be carried out at the Port Health Authorities Offices at the Locks or at the central office, Cambrian Place.

SECTION XVI - Miscellaneous

Arrangements for the burial on shore of persons who have died on board ship from Infectious Disease.

Full details and relevant information concerning the death would be first ascertained and investigated, the body being examined on board ship, prior to the carrying out of a post-mortem examination should that prove necessary, H.M. Customs the Ministry of Transport (Local Office) and the Coroner would be informed.

The body would remain on board completely isolated, until its removal for post-mortem examination if that proved necessary. The Removal would be carried out by the Undertakers employed by the local Agents of the ship, who would later make the necessary arrangements for the burial. In the event of the person dying from one of the diseases subject to the International Health Regulations, every endeavour would be made for the body to be cremated.

Supervision of the removal of the body and any necessary disinfection or disinfestation would be carried out by members of the Port Health staff.

FOOD INSPECTION

Food and Drugs Act, 1955

The Imported Food Regulations, 1968-1973

The Preservatives in Food Regulations, 1962 and 1971

Eighty one ships were visited during the year by your Food Inspectors for the routine inspection of foodstuffs which were landed into the various transit sheds in the docks under your jurisdiction.

The total weight of food landed was over 151 Tons, and the countries from which it arrived included Turkey and India. Details of the containerised food arriving at the Ferryport from Cork are given later in this Report.

Included in these figures are the 89 landings of wet fish made by 3 vessels between 60 and 73 feet registered length owned by the Swansea Fishermen Ltd., who lease the Fish Market at the Prince of Wales Dock. The fish landed from these trawlers weighed 2,388 cwts. valued at £45,423 and was mainly caught on the fishing grounds of the Bristol Channel. There was a sharp decline in the weight of the fish and also the number of landings when compared with last years figures. Because of the reduction in the Swansea inshore fleet from 5 to 3 vessels during the second half of 1975 it was inevitable that in the absence of replacement vessels, the number of landings in 1976 would be reduced.

Supplies of the ice and water from which it is made were taken regularly for bacteriological examination from the company's flake ice plant at the Fish Market. In all a total of 7 ice samples and 13 water samples were taken during the year and all were reported by the Public Health Laboratory to be satisfactory. In the event of samples being found unsatisfactory investigations are carried out to try and find the cause and repeat sampling is continued until satisfactory results are achieved. In all cases the results are notified to the Manager of the Glamorgan Water Division of the Welsh National Water Development Authority, the Docks Manager and the tenants of the Fish Market.

DETAILS OF IMPORTED FOOD LANDED

Commodity	Swansea			
	Tons.	Cwts.	Qrs.	Lbs.
Canned Crab	4	9	1	14
Cashew Kernels	12	10	3	18
Fish (Wet)	110	6	2	18
Mango Pulp/Slices	3	4	0	26
Tarragonna Herbs (Dried)	-	2	3	3
Tea	20	7	0	10
TOTAL	151	1	0	5

No foodstuffs were landed either at the New Harbour Port Talbot or at the berths in the Neath River.

Canned Crab

The Indian m.v. "VISHVA TEJ" arrived at Swansea from India on 6th October, 1976 and discharged a quantity of foodstuffs. In the normal course of examining this imported food it was discovered that a consignment of Canned Crab was not labelled. A detention notice was immediately placed on this consignment and samples were taken and submitted to the Public Analyst for examination. It was later established through the shipping agents that the labelling would be carried out by a firm in St. Helens, Lancashire.

After contacting the Environmental Health Officer for St. Helens District Council and informing him of the situation the consignment was released.

The Public Analyst reported that the samples submitted to him were satisfactory and complied with the requirements of the Food & Drugs Act.

BRITISH AND IRISH - SWANSEA AND CORK FERRY

During the year the m.v. "INNISFALLEN" and m.v. "LEINSTER" between them arrived at the Ferryport on 229 occasions and the following statistics should be of interest.

	<u>Inwards.</u>	<u>Outwards.</u>
No. of Cars	17,732	18,678
No. of Car Passengers	51,738	54,174
No. of Foot Passengers	32,530	34,834

No case of infectious sickness was brought to my notice.

As a Port Health Authority we are particularly interested in the foodstuffs landed and during the year 786 containers or trailers carrying over 11,497 tons of foodstuffs arrived from Cork.

In accordance with the Imported Food Regulations when an Authorised Officer considers it expedient that the examination of the contents of a container should be deferred until it reaches a specified place of destination elsewhere, he shall require the Importer etc., to give an undertaking in writing, stating that the container has been sealed and will remain so until it reaches the destination specified on the undertaking. At the same time, the Authorised Officer must notify the Receiving Authority that the Container is on its way to that Authority and this must be done as expeditiously as possible, normally by telephone and later confirmed in writing.

As most of the food containers arriving here have refrigerated contents the examination of which on the quayside would be inadvisable, the procedure referred to above as set out in the Regulations is adopted, thus enabling the Receiving Authorities to carry out the examination of the foodstuffs at the destination.

"Group Containers" i.e. containers which hold several different commodities, go to 'K' Shed, Prince of Wales Dock, where they are sorted out. After Customs clearance, any foods forming part of the group container are examined by your Food Inspectors and then allowed to proceed to their destination without any further examination at that point.

Occasionally it has happened that food containers have arrived without a definite address to which they are bound. These are immediately detained and are only released when the Inspector is satisfied of their correct destination.

TABLE SHOWING AMOUNT AND VARIETY OF FOOD
ARRIVING IN CONTAINERS ETC. FROM CORK

Commodity	Tons.	Cwts.	Qts.	Lbs.
Airline Meals	3	1	3	8
Apple Pomace	12	-	-	-
Bacon	13	3	1	26
Bananas	317	8	1	24
Beer	260	-	-	-
Beverage Extracts	8	2	1	12
Brown Bread Mix	7	16	1	25
Butter	1023	12	3	15
Cakes	1	4	3	10
Cannelloni	71	7	-	-
Cheese	741	13	2	26
Chocolate Crumb	57	-	-	-
Colorite	1646	12	1	17
Eggs	-	9	0	12
Fish & Shell Fish	838	14	2	4
Flour	-	4	1	20
Frozen Chips	24	17	1	4
Margarine	33	0	3	17
Meat including Beef, Lamb, Pork & Offals	1841	8	1	2
Milk Powder Etc.,	1589	17	3	-
Mixed Vegetables	153	14	3	6
Poultry & Poultry Products	1176	1	3	21
Puddings, Sausages Etc.,	1	3	2	8
Soft Drinks & Concentrates	629	1	2	21
Spirits	9	0	3	-
Sugar Confectionary	36	10	0	6
TOTAL	11497	8	2	4

It may be of interest to note that the Home destinations of the Containers etc. included towns in almost all the counties of England and Wales, the London Area and Scotland as well as destinations abroad in Belgium, Denmark, France, Greece, Holland, Iran, Italy, Nigeria, Spain, West Germany, and the West Indies.

FOOD CONDEMNED

All the food landed was in good condition and it was not found necessary to condemn any foodstuffs during the year.

FOOD SAMPLING

During the year two samples of imported foodstuffs were submitted to the Public Analyst and three samples to the Director of the Public Health Laboratory and particulars regarding these samples are detailed below:-

TO THE PUBLIC ANALYST

<u>Number</u>	<u>Nature of Sample</u>	<u>Country of Origin</u>	<u>Result</u>
1	Canned Mango Pulp	India	Lead Less than 0.25 p.p.m. Cadmium less than 0.25 p.p.m. Arsenic less than 0.05 p.p.m. Copper less than 0.5 p.p.m. Zinc less than 3.5 p.p.m. Tin less than 140 p.p.m. Sulphur Dioxide - Nil. The can and contents were in good condition and complied with the requirements of the Food & Drugs Act and regulations made under the provision of the Act.
2	Canned Crab	India	Lead less than 0.5 p.p.m. Cadmium less than 0.1 p.p.m. Mercury less than 0.12 p.p.m. Arsenic less than 1.1 p.p.m. Copper less than 2.3 p.p.m. Zinc less than 56 p.p.m. Tin less than 10 p.p.m. The can and contents were in good condition and complied with the requirements of the Food & Drugs Act and regulations made under the provision of the Act.

TO THE DIRECTOR OF THE PUBLIC HEALTH LABORATORY

<u>Number</u>	<u>Nature of Sample</u>	<u>Country of Origin</u>	<u>Result</u>
1	Canned Mango Pulp	India	<u>Culture</u> - No bacterial growth at 20°C or 37°C <u>Satisfactory</u>
2	Tinned Crab	India	<u>Culture</u> - No bacterial growth at 20°C or 37°C <u>Satisfactory</u>
3	Oysters	Eire	Grade 1 less than 5E. Coli (presumptive) per cm ³ of tissue. <u>Satisfactory</u>

THE PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926

It was not found necessary to take any action under the above Regulations.

THE FOOD HYGIENE (GENERAL) REGULATIONS 1970

Periodical inspections are made of the ships which operate passenger services from Swansea and when it is found necessary to draw the attention of the Owners to any defects found, remedial action is usually taken immediately.

Samples of the drinking water were taken from time to time from these ships and subjected to Bacteriological examination and when the results proved unsatisfactory chlorination of the affected tanks were undertaken without delay.

THE FOOD HYGIENE (DOCKS, CARRIERS, ETC.) REGULATIONS, 1960

As a result of regular routine visits to the various wharves, warehouses, transit sheds, etc., to which these Regulations are applicable it has been necessary at times to draw the attention of the Owners and Tenants to their obligations under the Regulations, particularly as regards to cleanliness. Usually any complaints made by your Inspectors are immediately attended to.

It should be mentioned that most of the foodstuffs landed here are packed or otherwise protected in such a manner that risk of contamination of the food is negligible.

SHIPS STORES

The British m.v. "MOBIL ACME" arrived at Wards Wharf, Briton Ferry, on 19th March, 1976 for breaking up.

The Ships Stores were dealt with by the Inspector of Ships Provisions, Department of Trade and Industry. As part of the stores consisted of meat and meat products, a licence under the Diseases of Animals Act 1950 (Importation of Carcasses and Animal Products Order 1954) had to be obtained from the Ministry of Agriculture, Fisheries & Food, authorising its landing. After this was issued the affected foodstuffs were destroyed by incineration.

The British m.v. "ETHEL EVERARD" arrived in Swansea on 14th June, 1976. During the course of his inspection your Inspector found that the Refrigerator had developed a fault and was not functioning properly. As this was a British vessel the Department of Trade & Industry, Inspector of Ships Provisions, Cardiff was informed. Some of this meat was condemned and disposed of by this Officer.

CLEAN AIR ACT, 1956THE DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958

Whenever excessive dark smoke emissions are observed by the Inspectors, the attention of the Master or Chief Engineer of the vessel is drawn to the requirements of these Regulations. In the first instance verbal warnings are given and if the nuisance continues or is repeated, an informal notice is served followed if necessary by legal action. On no occasion during the year was it found necessary to take any action as a result of dark smoke being emitted in excess of the prescribed times mentioned in the regulations.

DANGEROUS DRUGS ACT, 1965THE DANGEROUS DRUGS (NO.2) REGULATIONS, 1964

Four applications were received during the year from the Masters of Foreign ships for certificates authorising them to purchase any dangerous drugs as provided for under the above regulations. The Port Medical Officer granted three certificates but refused the fourth application as it did not comply with the regulations.

STUDENT VISITORS

During the year two Pupil Environmental Health Officers, one from the London Borough of Hammersmith and the other from Dinefwr District Council, received theoretical and practical instruction in all aspects of Port Health work from members of your staff.

In addition there were four separate visits of student nurses, twelve nurses on each visit, from the Singleton and Morriston Hospitals as part of their Community Care Course organised by the Senior Nursing Officer of the Swansea Health District of the West Glamorgan Area Health Authority.

On another occasion a group of staff nurses from these hospitals who were studying for the Diploma in Nursing also made a visit. They all visited the Medical Centre of the National Docks Labour Board as well as ships in dock before being lectured on Port Health work and I would like to express my thanks to the Sisters in charge of the Medical Centre as well as to the Shipping Agents concerned and the Manager of the B. & I. Line for their excellent co-operation in making these visits so instructive and enjoyable.

